

The British fleet is now estimated at approximately twice as strong in guns and ships as that under Admiral Scheer.

Reports so far received say the main engagement occurred about 125 miles south-southwest of the southern extremity of Norway and 150 miles off the Danish coast. The battle was divided into two sections. The day engagement began at about 4 o'clock in the afternoon and continued until darkness, or about 9 o'clock. This was followed by a series of separate engagements through the night.

The German torpedo boats and destroyers were more effective than the British, according to a considerable extent for the successes of the Germans against an overwhelmingly superior force. It is understood the Queen Mary and the Indefatigable were both sunk in the day battle. It has not been learned when the Warspite and the other British warships went down. (The loss of the Warspite is denied officially by the British.)

All the German warships except those mentioned in the official report reached Wilhelmshaven safely. Thus far nothing has been reported regarding the extent to which any of these vessels were damaged.

It is stated at the Admiralty that at least thirty-four British capital ships were engaged, and that the British torpedo flotillas were severely handled. The battleship Westfalen alone sank six torpedo boats during night encounters.

German personnel and material alike stood the test brilliantly, and the damage sustained by the German fleet is small in comparison with the British losses. The battleship Pommern, which was sunk, was commanded by Capt. Boelcke.

Berlin is decked with flags, and the achievement of the German fleet has aroused the greatest enthusiasm. There was a remarkable demonstration in the Reichstag when Rear Admiral Hebbinghaus, former Naval Attaché to the German Embassy at Washington, announced the result of the battle.

The report of the Admiral said: "On the afternoon of May 31 part of our fleet engaged in combat and during the night a series of single cruiser and torpedo boat attacks took place."

"The result of these connected engagements is a very satisfactory success against a much stronger adversary."

"It was ascertained that the losses of the British, which were partly confirmed by rescued British sailors, are the Warspite, Indefatigable and Queen Mary, two armored cruisers of the Achilles type, one small cruiser and destroyer flagships Turbulent, Nestor and Alcazar, and further nine or ten destroyers of whom our battleship Westfalen alone sank six during the night attacks."

The report continued that the German losses included the Pommern and Weisbaden and several torpedo boats.

Admiral Hebbinghaus mentions that the cruiser Frauenloeb was seen by a torpedo boat to be heeling during the night so that she must be considered lost.

The crews and materials of the fleet proved excellent.

The navy is in brilliant spirits, the Admiral reported. "Supplementing the official report of the Admiralty," says the Overseas News Agency, "it is stated by a competent authority that in the North Sea battle the Germans had in action the high sea fleet, with dreadnoughts and older battleships, battle cruisers and also light sea forces, including torpedo boat and submarine flotillas. The Germans faced the greater part of the modern British navy."

Observer's Story of Battle Tells of Great Destruction

LONDON, June 3.—The first description of the great battle by an eyewitness was given today at Ymddin by Capt. Thomas Punt of the British trawler John Brown, which was engaged in taking soundings in the vicinity of the fight. Capt. Punt said:

"The battle began at 4.15 P. M. Wednesday and lasted until 11 o'clock at night. It extended over an area reaching from latitude 56.08, longitude 6.25 to latitude 55.50, longitude 5.50. (These measurements place the scene of the battle about fifty miles due west of the Horn, running northward to the Little Fisher Bank.)

"At 2 o'clock on Wednesday afternoon, I saw a great fleet of fifty ships of different kinds, apparently German, cruising from the southeast to the northeast."

"Two hours later another great fleet, evidently British, appeared suddenly from the northeast and obviously attempted to cut off the retreat of the Germans. The weather was misty, making it difficult to distinguish the outlines of the ships."

"At 4.15 P. M. the first gunshot came from about two miles away. Fifteen minutes later there were more shots, and in a few moments there was constant and heavy firing. Many sailing ships passed through the firing line."

GERMANS SEEMED TO HAVE THE GREATEST VESSELS.

"The British ships did not seem to be of as heavy tonnage as the Germans'. They were reinforced by larger vessels, which I observed to come up as it was getting darker. The German fleet then began to retire, and, as they were withdrawing, I saw two big columns of smoke, evidently some vessels which had been badly hit. The next moment I observed two large vessels, one of either fleet, burning."

"The British fleet pursued the Germans to longitude 56.40 and latitude 5.50, when it noticed two torpedo

HUGE WARSHIPS SENT TO BOTTOM BY BOTH SIDES IN THE GREATEST NAVAL BATTLE IN ALL HISTORY

LOSSES ADMITTED BY BOTH SIDES.

BY THE BRITISH.					
Ship.	Class.	Speed.	Tons.	Men.	Big Guns.
Queen Mary, battle cruiser.		35	27,000	1,000	8 18.5
Indefatigable, battle cruiser.		29	18,750	800	8 12
Invincible, battle cruiser.		28	17,500	750	8 12
Defence, armored cruiser.		23	14,600	755	4 9.5
Black Prince, armored cruiser.		23	13,550	704	6 9.5
Warrior, armored cruiser.		23	13,550	704	6 9.5

Eight destroyers, including the Turbulent, Tipperary, Fortane, Sparrowhawk, Shark and Ardent. No figures known—late vessels.

BY THE GERMANS.

Ship.	Class.	Speed.	Tons.	Men.	Big Guns.
Pommern, battleship.		18	13,200	729	8 12
Wiesbaden, light cruiser.					
Frauenloeb, light cruiser.		22	2,715	264	10 4.1

"Several Destroyers." No details given.

CLAIMED BY BERLIN.

"Two armored cruisers—Achilles type." No details given. One unarmored cruiser. Not identified. Nestor, destroyer. No details given. Alcazar, destroyer. No details given. Nine other destroyers. No details given. One submarine. No details given.

CLAIMED BY LONDON.

Ship.	Class.	Speed.	Tons.	Men.	Big Guns.
"Dreadnaught, Kaiser class."		20.5	21,306	1,088	10 12
Westfalen, battleship.		20.1	18,000	961	12 11
Derfflinger or Lutow, battle cruiser.		27	28,000	1,000	8 12

Elbing, light cruiser (new vessel). Six destroyers. No details given. Twenty torpedo boats. No details given.

The Kaiser class dreadnaught reported sunk by the British may be the new dreadnaught Hindenburg, but her loss is only based on rumor.

Estimated number of men on British ships reported sunk, 5,718; on German ships, 3,991.

The battle cruiser claimed by the British may be the Frauenloeb, admitted to be lost.

graves disaster sustained in that period by the British naval force.

SAYS BRITISH LOSSES ARE TWICE AS GREAT AS GERMAN.

"Assuming the Admiralty report to be substantially accurate, we cannot put our own losses at less than twice those of the enemy. In point of fact, the actual ratio is almost certainly even less favorable than that."

"It is not the way of the British navy to endeavor to explain away hard facts, however bitter their unqualified recognition may be."

"Defeat in the Jutland engagement must be admitted, and we can face it with greater fortitude for the knowledge that despite this setback, every reverse the way of the British navy to endeavor to explain away hard facts, however bitter their unqualified recognition may be."

"Our fleet has held its own brilliantly. The losses on the German side are not to be compared with the loss of three of England's strongest dreadnoughts. Above all, this victory was obtained against superior numbers. Our young navy has shown a tremendous superiority over the first and greatest fleet in the world. It has covered its flag with undying fame."

In an impressive scene in the Reichstag, immediately after the statement of Admiral Hebbinghaus, Dr. Johannes Kaempff, President of the Chamber, gave expression to the nation's gratitude to the navy.

"This is the greatest sea battle of modern times. Taking into account how tremendous are the new forces at sea, and that our fleet has the chief strength of the English line against it, the significance of the battle is far greater than ever before, or certainly since the discovery of armored cruisers."

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GERMANS DEFEAT BRITISH FORCES; CAPTURE GENERAL

Berlin Reports the Taking by Storm of Positions South-east of Ypres.

BERLIN (via London), June 3.—The ridges of the heights southeast of Zillebeke, southeast of Ypres, Belgium, and the British position beyond have been captured by storm by German troops, the War Office announced today.

One general, slightly wounded; one major and thirteen other officers, besides 350 unwounded men, were taken prisoners by the Germans in the attack. The text of the official statement follows:

"We captured by storm on Friday the ridges of the heights southeast of Zillebeke, southeast of Ypres, and the English position beyond, taking prisoner one general, slightly wounded; one major and thirteen other officers and 350 unwounded men. The number of prisoners taken was small, the enemy having suffered very sanguinary losses."

"During the night attempted counter-attacks made by the enemy were easily repulsed."

"Nor of Arras and in the region of Albert the artillery duel continues."

"In the Champagne, south of Reims, one of our reconnoitering detachments brought in more than 200 French prisoners as the result of our small hostile incursion."

U. S. OFFICER MAY HAVE LOST LIFE IN SEA FIGHT

Commander Powers Symington Was on Indefatigable, Sunk in Action, Department Files.

WASHINGTON, June 3.—The State Department today cabled Ambassador Page at London to ascertain if United States Commander Powers Symington was on the British battle cruiser Indefatigable when it was sunk in the North Sea engagement Wednesday.

The action was taken at the Navy Department's request, the latter's last word being that Symington was aboard the vessel.

GOLCONDA AND ELMGROVE SUNK, LLOYDS REPORTS

Both British Ships, the Former of 5,874 Tons—Four or Five of Crew Missing.

LONDON, June 3.—The British steamship Golconda of 5,874 tons gross has been sunk off Orfordness, according to an announcement made today at Lloyd's Shipping Agency. Four or five members of the crew are missing.

Lloyd's also reports the sinking of the unnamed British steamship Elmgrove.

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BOTH ADMIRALS LOST WERE YOUNG MEN WITH DISTINGUISHED CAREERS



SIR ROBERT KARBUTHNOT

PORTSMOUTH, England, June 3.—Rear Admiral Horace Lambert Alexander Hood was the second son of the fourth Viscount Hood and was born Oct. 2, 1870. He was made a lieutenant in 1890 and served in the Sudan expedition in 1897. He became a captain in 1903 and a rear admiral in 1913. He was awarded the Distinguished Service Order in 1904, when he was serving in the Somali expedition. In 1912 he was A. D. C. to the King. He married Mrs. Nickerson, an American.

Rear Admiral Sir Robert Keith Arbuthnot was born March 23, 1864, and entered the navy in 1877. He was made commander in 1897, captain in 1902 and rear admiral in 1912.

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BRITISH PRESS ADMITS HEAVIEST BLOW OF SEA WAR

Effectiveness of Blockade Not Hampered by It, However, Editors Say.

LONDON, June 3.—Editorials in the leading English papers on the naval battle agree that Great Britain has suffered her heaviest sea blow of the war. Some of the editorials, in part, are:

The Times—It is clear that we have suffered the heaviest blow at sea we have met with during the war. We engaged, perhaps with overconfidence, in a long running fight with ships that were more numerous, stronger, more heavily armed than our cruiser fleet and we suffered heavily. But the event will not impair the effectiveness of our blockade or our ability to uphold the freedom of the sea.

The Morning Post—German heavy metal got British lighter metal at close range and gave it severe punishment. But when our main forces came into action the position was reversed and the German main fleet was driven into port. There is one thing, however, which we have the right to demand in the face of our losses. There must be no more trifling with the power of the fleet. If our sailors had been free from the beginning the war might now have been over.

The Chronicle—We fear that the policy which resulted in the loss of so many lives and ships is directly traceable to the influence upon naval strategy of civil alarm on the east coast and the demand of some of our emotional people that the fleet do something spectacular. Admiral Jellicoe and his staff should be left untrammelled to make their own plans and elaborate their own policy. We can trust them absolutely to do what is right and wise.

The Daily News—Of hardly less importance than the Jutland battle itself is the reaction it must have in Whitehall, in the country generally and among the allied powers. One consequence must attend the Jutland battle—that is the return of Lord Fisher to the Admiralty.

The Globe—We suffered seriously in the great sea fight, but at the hands of a greatly inferior force the Germans have had a mauling which will probably discourage them from further adventures of this sort, and when their losses are analyzed they seem to be but little inferior to our own. The battle off Jutland is for us a misfortune, but it is not for us a defeat and it does not modify the strategic position in any degree whatever.

The Manchester Guardian—The movements and strength of the British squadron had been reported by Zeppelins to Headquarters. The German fleet came out in greatly superior strength, and still receiving Zeppelin reports as to the British movements, was able to take up an advantageous position before the British could be made aware of its approach. On the arrival of the Grand Fleet the Germans withdrew. There is no reason to regard this as a victory for German gunnery or tactics, but it is a considerable strategic success. The Germans have no prospects of a victory over the Grand Fleet so long as it is kept together.

CHICAGO TURNS OUT FOR PREPAREDNESS

Time Limit May Prevent All of 200,000 Enrolled as Marchers from Parading.

CHICAGO, June 3.—The Chicago preparedness parade, to which the entire city devoted itself today, started promptly at 9 o'clock. Marching sixteen abreast, according to tabulations by clerks organized for the purpose, 2,002 paraders passed the reviewing stand in the first twelve minutes. It was said that at this rate it was evident that all of the 200,000 persons, who enrolled on the parade books, could not march, even if the pace set by the vanguard could be maintained, unless the demonstrations were continued until after midnight.

All branches of the city's life were represented, and all nationalities. The weather was perfect. Mayor Thompson was prepared for a long siege as the chief reviewing official.

CONTESTING DELEGATE DIES.

Oklahoma Man Succumbs as Committee Takes Up Fight.

CHICAGO, June 3.—While the Republican National Committee today was having contests in the Fifth Oklahoma District, A. D. Wood of Mulhall, Okla., the "regular" delegate from the Fifth District, died at Wesley Hospital.

Wilson Sends Birthday Greetings to King George.

WASHINGTON, June 3.—President Wilson today sent a message to King George of Great Britain congratulating him on his fifty-first birthday anniversary.

An Excellent Photograph of THE "GANGERS" IN THE GRAVEYARD. The Uniformed and Mailed for Their Funeral Task of Cleaning Into FIRST PLACE—And All Smiling Contentedly at That Prospect.

GET THIS PICTURE WITH SUNDAY'S WORLD. IN THE GRAVEYARD. You'll Want to Keep It. Your Neighbor Will Reserve a Copy for You.

KIRKBY DRAWS WITH MARSTON ON FIRST GOLF ROUND

Final for the Jersey State Championship Being Played at Englewood.

(Special From a Staff Correspondent of The Evening World.) ENGLEWOOD, N. J., June 3.—Marston, the young defending title holder, and Oswald Kirkby, the home club champion, battled to a draw at the end of the first round in the thirty-six hole final for the Jersey State championship here today.

Both stars took turns in leading. Kirkby, to the delight of his Englewood rooters, ran up an early lead, but soon became wild. Marston catching him at the seventh. Then Marston shot ahead, but Kirkby picked him up at the twelfth. The Englewood star increased his advantage, but Marston with a Garrison finish evened the count at the home green. Marston began poorly. On the first hole he wallowed into a ditch, while Kirkby escaped the danger spots. Marston again on the second got into a bunker—one to deep that even Kirkby had to laugh. Marston came back on the fourth, where Kirkby missed a short putt for the hole.

On the long sixth Kirkby topped his drive, the ball rolling into a sand trap. Just out of this trouble, Kirkby landed behind a tree. Disgusted, he picked up his ball, giving Marston the hole. The match remained even to the tenth, where Marston lost on a missed putt.

Kirkby was short on the next hole, which Marston won. The defending champion, then, became wild and Kirkby pulled in two holes. Marston rallied and won the sixteenth, where his opponent was bunkered, and squared the match on the eighteenth, where Kirkby missed the green on his tee shot.

The card: Out—5 5 4 4 4 4 4 4 5—40 In—5 5 4 4 5 4 4 4 3—40—80 In—5 4 4 4 4 4 4 4 4—41—81 In—4 4 4 4 4 4 4 4 4—41—82

BELMONT RESULTS.

FIRST RACE—For three-year-olds; selling; purse \$500; six furlongs; straight—Scholboy, 116 (Lofthus), 6 to 1; to 2, 5 to 1; to 3, 10 to 1; to 4, 15 to 1; to 5, 20 to 1; to 6, 30 to 1; to 7, 40 to 1; to 8, 50 to 1; to 9, 60 to 1; to 10, 70 to 1; to 11, 80 to 1; to 12, 90 to 1; to 13, 100 to 1; to 14, 110 to 1; to 15, 120 to 1; to 16, 130 to 1; to 17, 140 to 1; to 18, 150 to 1; to 19, 160 to 1; to 20, 170 to 1; to 21, 180 to 1; to 22, 190 to 1; to 23, 200 to 1; to 24, 210 to 1; to 25, 220 to 1; to 26, 230 to 1; to 27, 240 to 1; to 28, 250 to 1; to 29, 260 to 1; to 30, 270 to 1; to 31, 280 to 1; to 32, 290 to 1; to 33, 300 to 1; to 34, 310 to 1; to 35, 320 to 1; to 36, 330 to 1; to 37, 340 to 1; to 38, 350 to 1; to 39, 360 to 1; to 40, 370 to 1; to 41, 380 to 1; to 42, 390 to 1; to 43, 400 to 1; to 44, 410 to 1; to 45, 420 to 1; to 46, 430 to 1; to 47, 440 to 1; to 48, 450 to 1; to 49, 460 to 1; to 50, 470 to 1; to 51, 480 to 1; to 52, 490 to 1; to 53, 500 to 1; to 54, 510 to 1; to 55, 520 to 1; to 56, 530 to 1; to 57, 540 to 1; to 58, 55